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*via electronic submission*

Anthony F. Fazio, ARM-1  
Director, Office of Rulemaking  
Federal Aviation Administration  
800 Independence Avenue, S.W.  
Washington, DC 20591

**Re: Petition for Rulemaking Change to SFAR 94  
Washington, DC Metropolitan Area  
Dockets FAA-2002-13623 and 11580**

Unless the FAA takes prompt action to restore reasonable access to the "DC3" airports, these important aviation resources will be lost. At a minimum, the actions proposed by AOPA in its petition should be adopted.

In the wake of September 11, immediate *temporary* flight restrictions were imposed limiting access to the College Park, Potomac and Hyde Field airports. It is past time to revisit those harmful temporary measures that produce little, if any, tangible safety benefit. The legitimate objectives of FAA and TSA could be readily accommodated through much less restrictive means -- such as "controlled VFR" and predetermined approved routes for all pilots -- including transients -- to and from the DC3 airports.

The security benefit of the current TFR restriction is more illusory than real. The small, relatively slow, single engine airplanes that predominate the DC3 airports are hardly the weapon of choice for terrorists. General aviation aircraft were not used in any terrorist attacks -- yet airline operations have been restored into, out of, and *over the top of* the TFR airspace which ends at 18,000. For that matter, the trucks, vans and other large vehicles that operate everyday in downtown Washington are a much more substantial threat than light general aviation aircraft. General aviation should not be unfairly targeted for onerous and unnecessary security measures that are driven by perception and not fact.

Sincerely,



Alexander Van der Bellen  
Certified Flight Instructor